Summary

A fuel injection system for an internal combustion engine, in particular a diesel engine, having at least two cylinders, the fuel injection system having at least two actuator elements and at least one actuator element being assigned to each cylinder for the injection of fuel into the cylinder, and the fuel injection system having an injection control for monitoring and/or resolving a conflict in the triggering of the actuator elements, is characterized in that the injection control triggers the actuator elements earlier and/or later, or not at all, during injections, as a function of the charge and/or discharge edges of the injection elements.